

TRANSPORTATION SAFETY COMMISSION
NOVEMBER 24, 2015
DRAFT

The Vienna Transportation Safety Commission (TSC) met in regular session on November 24, 2015, in the Vienna Town Hall Council Chamber, 127 Center Street S, Vienna, Virginia. Chairman Ed Somers opened the meeting at 8:05 pm with the following commissioners present: Leonard Ignatowski, Tamara Redmon, Sean McCall, Julie Hays and Beth Eachus. Commissioners Andrew Meren, Sharon Baum and Becky Allison were absent. John Jay Sergeant, Department of Public Works (DPW), Jennifer Sigler, TSC Clerk, and Sergeant Mike Reeves, Vienna Police Department (VPD), were also present.

Approval of the October 27, 2015 meeting minutes

Commissioner Eachus made a motion to approve the October 27, 2015 meeting minutes.

Commissioner Ignatowski seconded.

Motion carried unanimously, 6 - 0.

Mr. Sergeant introduced Carl Mohle and Dan Iglhaut who gave a short presentation on safety on the W&OD Trail. The presentation focused on the signage and marking plan for the trail and the roadway crossings. Rumble strips are sometimes used on the trail at roadway crossings to get the attention of the trail users and cyclists as they approach an intersection. In addition, "stop ahead" signage is used. Four-foot tall lettering is also painted on the trail itself to alert users to stop at the roadway. Signage is also used along the roadway to alert motorists they are approaching a trail crossing. Some intersections have pedestrian activated flashing beacon signs. Informal parking areas are being eliminated because they can hinder sight distance.

Chairman Somers asked about trail users who do not stop at the posted stop signs.

Mr. Mohle explained that trail education was the best way to get the word out, such as conferences and educational signage.

Commissioner Eachus asked if a pedestrian activated flashing beacon sign could be installed at the Park Street SE intersection.

Commissioner McCall requested Mr. Mohle and Mr. Iglhaut keep in mind that not only does the trail intersect streets, it also intersects sidewalks. With poor sightlines, pedestrians and cyclists are in danger of colliding with each other. He also asked they post clear signage with the trail rules on it to ensure trail users are aware of the rules.

Mr. Mohle replied there were plans to install more signage with clear rules.

Commissioner Hays suggested articles be submitted to the Town of Vienna newsletter. Although this would only be directed at Vienna residents, it could improve safety inside Town.

Mr. Mohle indicated there are several kiosks along the trail which have brochures and information available to trail users and he allowed it would be a good idea to publish the rules in local newsletters.

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Chairman Somers asked about the construction at the Community Center, specifically the W&OD Trail crossing at Park Street SE. The orange mesh fencing is too high and blocks visibility of the trail from the view of vehicles.

Mr. Sergeant said modifications have already been made to that area, the mesh fencing and other materials that were blocking the view have been lowered or removed entirely.

Sergeant Reeves added there was a barrel at that portion of the trail with a sign which tells the trail users they cannot be seen at that intersection.

Commissioner McCall proposed adding a temporary solar pedestrian activated RRFB (rectangular rapid flashing beacon) at that intersection. It would help with the current problem and would be easy to install permanently when the project is completed.

Department of Public Works (DPW) Report

VDOT Projects:

- *Moore Avenue SE – not started*
- *John Marshall Drive NW – Under Construction*
- *Glyndon Street SE– Complete*
- *Ayr Hill Avenue NE – Town Council award of design contract May 11, 2015. Preliminary design received*

At the request of the TSC, the Police Department conducted an after study of traffic along Center Street North. The results are as follows:

Total Vehicles

Before – 2058 VPD

After – 2020 VPD (TCG – 2000 VPD)*

Mean Speed

Before – 26.5 MPH

After – 26.0 MPH

85TH Speed

Before – 30.9 MPH

After – 30.2 MPH (TCG – 31 MPH)

Total +30 MPH

Before – 435 VPD

After – 327 VPD 15.8% (TCG – 15%)

The Town has received notice of the approval to allocate the funds for the Park and Locust Mini-roundabout. We are waiting to get official approval from the State, which should be at any time, so that we may give notice to proceed.

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**TCG = Traffic Calming Guide*

Referring to the Center Street N traffic calming petition of November 25, 2014, Chairman Somers asked if a decision was made on a petition to institute one request, but not other requests in the petition, could that petition be revisited at a later date and could those other requests be entertained without the need for a new petition.

Mr. Sergent said a new petition was not needed.

Receipt of Petitions and Communications from the Public

Bob McCahill, 429 Center Street N, thanked DPW and the Police for executing the traffic study on Center Street N. He asked if the new striping had a significant effect and did the numbers warrant further traffic calming devices.

Mr. Sergent noted that there were 38 fewer vehicles per day after the striping. This could be due to the striping, but it is hard to determine. The drop in vehicles travelling 30 mph or higher from 435 to 327 is significant. The study shows that the Traffic Calming Guide's thresholds are barely being met therefore no further action is warranted at this time.

PETITION: "Dead End" sign request for Branch Circle SE

Brian Christopher, 315 Branch Circle SE, is in favor of the installation of a "Dead End" sign on Branch Circle SE. Traffic moving through Vienna from Tysons towards Oakton uses Branch Road SE as a cut-through and often tries to use Branch Circle SE as a cut-through to get to another street only to find out that it is a dead end. These drivers turn around in the court and leave twice as fast as they came in. There are a lot of children who live and play in this court.

Darrell Pankratz, 312 Branch Circle SE, requested that the "Dead End" sign be installed as close as possible to Branch Road SE so that it will be clearly visible to drivers on Branch Road SE.

Mr. Sergent stated that DPW does not have an opinion either way regarding the installation of "Dead End" signs on courts or circles. DPW can proceed with the installation of the sign if the TSC deems it to be necessary, without the need for a motion.

Commissioner Hays agreed that a "Dead End" sign would help with cut-through traffic.

Commissioner Ignatowski reminded the Commission that every sign installed has a cost associated with it. He suggested that a traffic study be done to see if the sign is truly needed.

Mr. Sergent advised the cost of the sign was much less than the cost of running a study of the area.

Commissioner McCall added if the "Dead End" sign was included in the MUTCD (Manual of Uniform Traffic Control Devices) there would be guidance as to when and why one would be installed.

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Commissioner Redmon put in she is in favor of this type of sign.

Commissioner Eachus proposed that the Transportation Safety Commission add a “dead end” sign to be located at the intersection of Branch Circle and Branch Road SE.

Commissioner Hays seconded the proposal.

Chairman Somers polled the Commissioners.

Proposal approved, 5 – 1.

Chairman Somers directed DPW to install the sign.

Bicycle Advisory Committee (BAC) Report

BAC Chairman Eachus reported the BAC discussed bike sharing programs (with a presentation by Planning and Zoning) and the application for the League of American Bicyclists.

Pedestrian Advisory Committee (PAC) Report

PAC Chairman McCall asked if the motion made during the November 27, 2015, meeting regarding Church Street Bicycle Parking could be put on hold until a public hearing could be held with the business owners in attendance. It was suggested it be added to the February 23, 2016 meeting agenda.

Work was started on the new Pedestrian Master Plan which will focus on sidewalk prioritization and will also include crosswalk safety. Using Arlington’s Pedestrian Master Plan as a starting point, a new plan will be developed which will replace the existing plan.

Reports of Commissioners

Commissioner Redmon asked Mr. Sergent if, even though the Ayr Hill Avenue project is far in the future, would it be possible to fix the intersection of Ayr Hill Avenue NE and Center Street N sooner rather than later.

Mr. Sergent explained that the funding was entirely spent on the engineering of the whole project, and there is no funding left to repair part of the road.

Commissioner Redmon said the problem is the edge of pavement which may need some additional asphalt.

Mr. Sergent said he would meet her at the location to see if DPW could do anything in the meantime.

Commissioners McCall, Eachus and Hays had nothing to report.

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Commissioner Ignatowski shared an article in the Washington Post regarding the development of Tysons Corner. He expressed concern that the traffic issues in Town will only become worse as a consequence.

Report of the Chairman

Chairman Somers reminded the commission of the need to elect a new Chairman and Vice Chairman of the TSC in January. Commissioner Eachus volunteered to chair the Nominating Committee.

Adjourn - 9:33pm